VFR FLYWAY — VFR TERMINAL AREA CHART LOS ANGELES — LOS ANGELES

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Airport/Facility Directory (A/FD) for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runways — Seaplane Base

Hard-surfaced runways 1500 ft. or greater

Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

Private "(Pvt)" - Non-public use having emergency or landmark value

Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc. DoD users, for complete airport information consult DoD FLIP.

Heliport Selected — Unverified — Abandoned - paved having landmark value, 3000 ft. or greater — Ultralight Flight Park Selected

Services - fuel available and field tended during normal working hours depicted by use of ticks around basic airport symbol. (Normal working hours are Mon thru Fri 10:00 A.M. to 4:00 P.M. local time.) Consult A/FD for service availability at airports with hard-surfaced runways 1500 ft. or greater.

Rotating airport beacon in operation Sunset to Sunrise

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns. — FSS — NO SVFR — FAR 91 — Location Identifier — NAME (NAM) (PNAM) — ICAO — Runways with Right Traffic Patterns (public use) — CT - 118.3 ★ Ⓒ ATIS 123.8 — Location Indicator shown outside contiguous U.S. — 285 L 72 122.95 — RP 23, 34 — RP * Special conditions exist - see A/FD. — VFR Advsy 125.0 — UNICOM — AOE — Airport of Entry

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.

Ⓒ - Common Traffic Advisory Frequencies (CTAF)

ATIS 123.8 - Automatic Terminal Information Service

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting limitations exist; refer to Airport/Facility Directory.

72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown on this chart. All times are local.

Class B Airspace

Class C Airspace (Mode C - see FAR 91.215/AIM.)

Class D Airspace

[40] Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)

Class E (sfc) Airspace

Class E Airspace with floor 700 ft. above surface

Class E Airspace with floor 1200 ft. or greater above surface that abuts Class G Airspace

2400 MSL / 4500 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.

Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.

Class E Airspace low altitude Federal Airways are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.

132° — V 69 — 169 — Total mileage between NAVAIDs on direct Airways

Class E Airspace low altitude RNAV Routes are indicated by center line. — GRANT — T 319 — RNAV waypoint and name

Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas

Alert Area and MOA - Military Operations Area

Special Airport Traffic Area (See FAR 93 for details.)

ADIZ - Air Defense Identification Zone

MODE C (See FAR 91.215/AIM.)

National Security Area

Terminal Radar Service Area (TRSA)

IR211 — MTR - Military Training Route

IFR Departure Route

IFR Arrival Route

COMMUNICATION BOXES

122.1R 122.6 123.6 — OAKDALE — 362 ★ 118.8 OAK — 122.1R — CHICAGO CHI

Underline indicates no voice on frequency.

Crosshatch indicates Shutdown status.

★ - Operates less than continuous or On-Request.

Ⓐ - ASOS/AWOS

Ⓗ - HIWAS

Ⓣ - TWEB

122.1R — MIAMI — FSS radio providing voice communication

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2, 243.0 and 255.4 (Canada - 121.5, 126.7 and 243.0) are available at many FSSs and are not shown above boxes. All other frequencies are shown.

Certain FSSs provide Airport Advisory Service, see A/FD.

R - Receive only

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Airport/Facility Directory for complete information.

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR) — Non-Directional Radiobeacon (NDB)

VORTAC

VOR-DME — NDB - DME

Other facilities, i.e., FSS Outlet, RCO, etc.

OBSTRUCTIONS

1000 ft. and higher AGL — below 1000 ft. AGL

Group Obstruction

Obstruction with high-intensity lights; may operate part-time.

2049 — Elevation of the top above mean sea level

(1149) — Height above ground

UC — Under construction or reported; position and elevation unverified

NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

−1°E — Isogonic Line (2005 VALUE)

Ultralight Activity — Marine Light

Hang Glider Activity

Glider Operations

Parachute Jumping Area (See Airport/Facility Directory.)

VPXYZ — NAME (VPXYZ) — VFR Waypoints (See Airport/Facility Directory for latitude/longitude.)

TOPOGRAPHIC INFORMATION

Roads & Road Markers

Railroad

Power Transmission Line

Aerial Cable

Landmark Feature - stadium, factory, school, golf course, etc.

Outdoor Theater

Lookout Tower 618 (Elevation Base of Tower)

CG Coast Guard Station

Race Track

Tank - water, oil or gas

Oil Well — Water Well

Mine or Quarry

Mountain Pass 11823 (Elevation of Pass)

(Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.)

Perennial Lake — Pier — Rocks — Dams — Non-Perennial Lake — Bridges and Viaducts

VFR TERMINAL AREA CHART LOS ANGELES

SCALE 1:250,000

Lambert Conformal Conic Projection Standard Parallels 33° and 45°

Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

61ST EDITION EFFECTIVE 0901Z 1 JUL 2010 TO 0901Z 16 DEC 2010

Includes airspace amendments effective 3 JUN 2010 and all other aeronautical data received by 6 MAY 2010

Information on this chart will change; consolidated updates of chart changes are available every 56 days in the AIRPORT/FACILITY DIRECTORY Chart Bulletin section (online at http://aeronav.faa.gov). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY:
DEPARTMENT OF DEFENSE * FEDERAL AVIATION ADMINISTRATION

LOS ANGELES CLASS B AIRSPACE

See back of this chart for procedural information within the Los Angeles Class B Airspace

EXAMPLES OF CLASS B ALTITUDES

70 --- Ceiling in hundreds of feet MSL

30 --- Floor in hundreds of feet MSL

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

Entire area of this chart is within the Pacific Standard Time Zone +8 (+7DT) = UTC

FOR PROCUREMENT CONTACT:
FAA, National Aeronautical Navigation Services
REDIS / Distribution Team
10201 Good Luck Road
Glenn Dale, MD 20769-9700
Online at http://aeronav.faa.gov
Email 9-AMC-Chartsales@faa.gov
Telephone 1-800-638-8972
Fax 301-436-6829
or any authorized FAA Chart Agent

CONVERSION OF ELEVATIONS

FEET (Thousands)	0	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30
METERS (Thousands)	0	1	2	3	4	5	6	7	8	9						

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

REPORTING CHART ERRORS

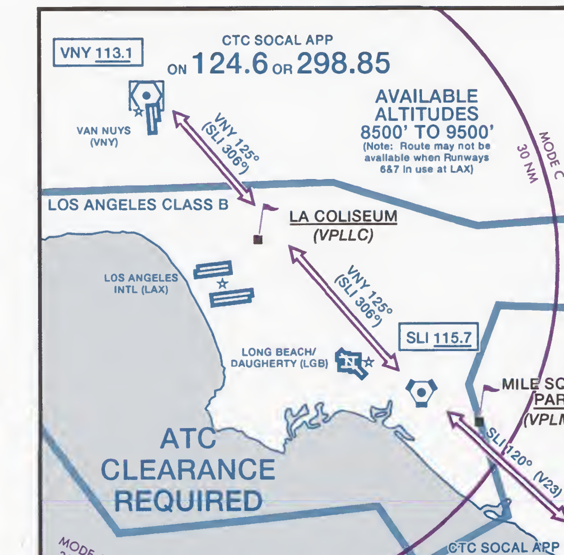
You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Telephone toll free at 1-800-626-3677, or email us at 9-AMC-Aerochart@faa.gov. Frequently asked questions (FAQs) are answered on our website at http://aeronav.faa.gov. See the FAQs prior to contact via toll free number or email. Where delineation of data is required such information should be depicted clearly and accurately on a current chart, a replacement copy will be returned. Mail to: FAA, National Aeronautical Navigation Services, SSMC- 4, Sta. #3424, 1305 East West Highway, Silver Spring, MD 20910-3281.

Published by the U.S. Department of Transportation
Federal Aviation Administration
National Aeronautical Navigation Services
http://aeronav.faa.gov

FAA Product ID: TLA
NSN 7641014099803
NGA REF. NO. VFRTALOSANGELES
EFF. DATE 10182

COLISEUM ROUTE

VFR ONLY



REQUIREMENTS OF FAR 91.215 AND 91.131 SHALL BE MET

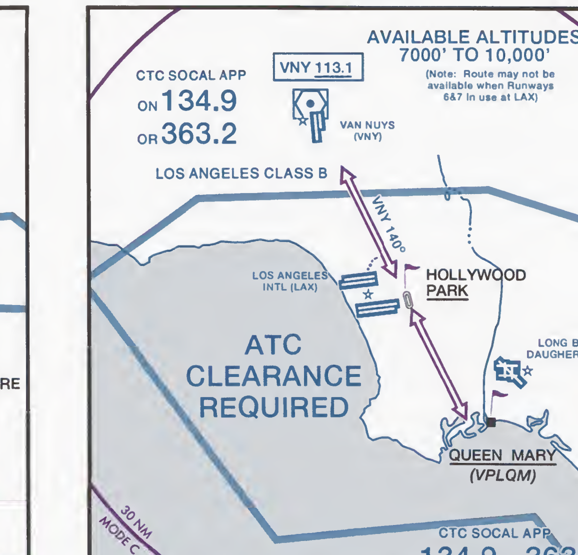
COLISEUM ROUTE NORTHBOUND: Enter the Los Angeles Class B established on V23 (Seal Beach 120 radial) and proceed to Seal Beach VOR, then proceed on the Van Nuys 125 radial until exiting Class B. Maintain altitude as assigned by ATC.

COLISEUM ROUTE SOUTHBOUND: Enter the Los Angeles Class B established on the Van Nuys 125 radial and proceed to Seal Beach VOR, then proceed on V23 (Seal Beach 120 radial) until exiting Class B. Maintain altitude as assigned by ATC.

REMAIN CLEAR OF THE CLASS B UNTIL RECEIVING SPECIFIC ATC APPROVAL TO ENTER

HOLLYWOOD PARK ROUTE

VFR ONLY



REQUIREMENTS OF FAR 91.215 AND 91.131 SHALL BE MET

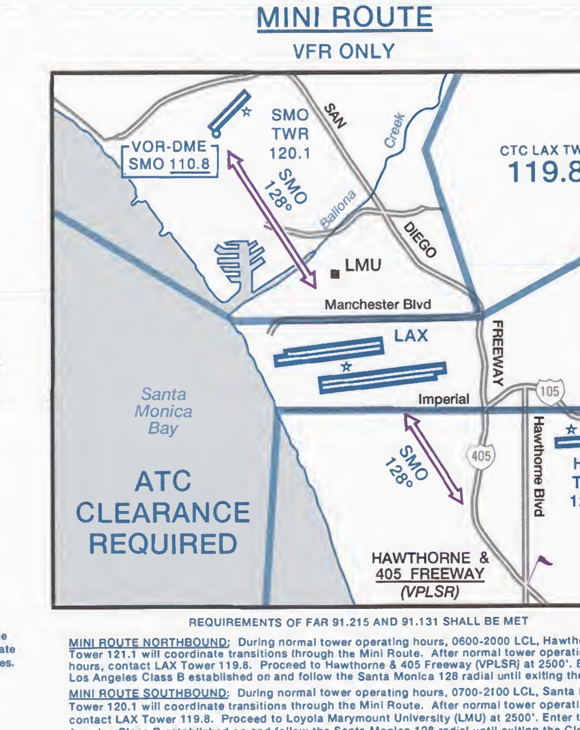
HOLLYWOOD PARK ROUTE NORTH/SOUTHBOUND: Enter the Los Angeles Class B north/southbound established on and follow the Van Nuys 140 radial until exiting the Class B. Maintain altitude as assigned by ATC.

Note: If VNY VOR is out of service navigate visually along a line between the Van Nuys airport, Hollywood Park and Queen Mary, or request radar vectors.

REMAIN CLEAR OF THE CLASS B UNTIL RECEIVING SPECIFIC ATC APPROVAL TO ENTER

MINI ROUTE

VFR ONLY



REQUIREMENTS OF FAR 91.215 AND 91.131 SHALL BE MET

MINI ROUTE NORTHBOUND: During normal tower operating hours, 0600-2000 LCL, Hawthorne Tower 121.1 will coordinate transitions through the Mini Route. After normal tower operating hours, contact LAX Tower 119.8. Proceed to Hawthorne & 405 Freeway (VPLSR) at 2500'. Enter the Los Angeles Class B established on and follow the Santa Monica 128 radial until exiting the Class B.

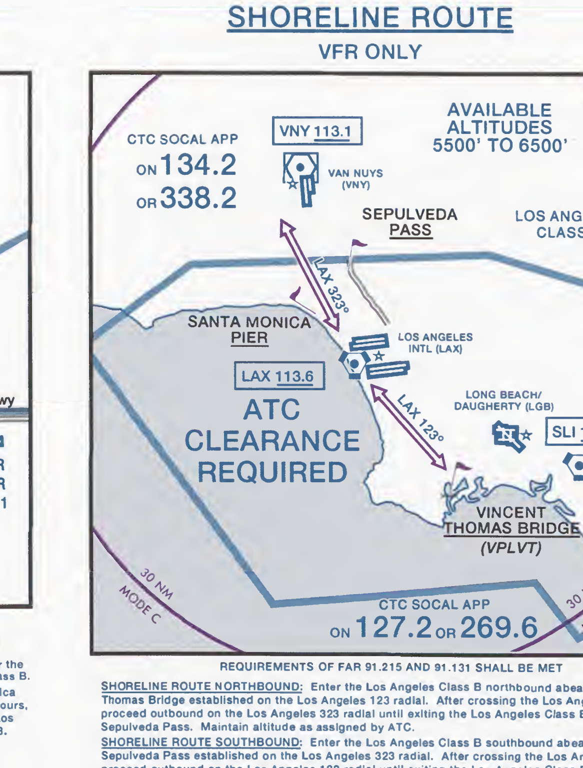
MINI ROUTE SOUTHBOUND: During normal tower operating hours, 0700-2100 LCL, Santa Monica Tower 120.1 will coordinate transitions through the Mini Route. After normal tower operating hours, contact LAX Tower 119.8. Proceed to Loyola Marymount University (LMU) at 2500'. Enter the Los Angeles Class B established on and follow the Santa Monica 128 radial until exiting the Class B.

Note: Remain clear of Bravo airspace until clearance is received. Fixed-wing, non-turbojet aircraft only. LAX must be in a west traffic or over-ocean (generally midnight to 0630 LCL) configuration and reporting a ceiling of at least 3000' and visibility of at least three miles. Hawthorne and Santa Monica Airports must be VFR.

REMAIN CLEAR OF THE CLASS B UNTIL RECEIVING SPECIFIC ATC APPROVAL TO ENTER

SHORELINE ROUTE

VFR ONLY



REQUIREMENTS OF FAR 91.215 AND 91.131 SHALL BE MET

SHORELINE ROUTE NORTHBOUND: Enter the Los Angeles Class B northbound abeam the Vincent Thomas Bridge established on the Los Angeles 123 radial. After crossing the Los Angeles VOR, proceed outbound on the Los Angeles 323 radial until exiting the Los Angeles Class B near the Sepulveda Pass. Maintain altitude as assigned by ATC.

SHORELINE ROUTE SOUTHBOUND: Enter the Los Angeles Class B southbound abeam the Sepulveda Pass established on the Los Angeles 323 radial. After crossing the Los Angeles VOR, proceed outbound on the Los Angeles 123 radial until exiting the Los Angeles Class B near the Vincent Thomas Bridge. Maintain altitude as assigned by ATC.

Note: Aircraft departing Long Beach, Torrance, Hawthorne, or Santa Monica airport, please contact So Cal Tracon 134.9 or 363.2 for clearance.

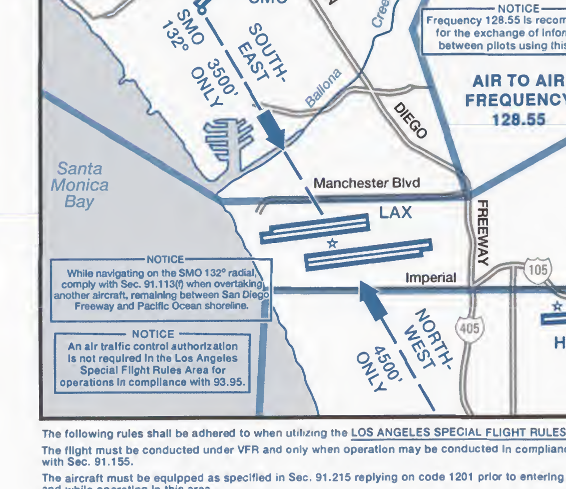
REMAIN CLEAR OF THE CLASS B UNTIL RECEIVING SPECIFIC ATC APPROVAL TO ENTER

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

VFR TRANSITION ROUTE
(ATC CLEARANCE REQUIRED)
ALTITUDE ASSIGNED BY ATC

LOS ANGELES SPECIAL FLIGHT RULES AREA

ALTITUDE	LATERAL LIMITS	
Southeasterly 3500 feet MSL Northwesterly 4500 feet MSL	North - Manchester Boulevard East - San Diego Freeway	South - Imperial Highway West - Pacific Ocean Shoreline



The following rules shall be adhered to when utilizing the LOS ANGELES SPECIAL FLIGHT RULES AREA:

The flight must be conducted under VFR and only when operation may be conducted in compliance with Sec. 91.155.

The aircraft must be equipped as specified in Sec. 91.215 replying on code 1201 prior to entering and while operating in this area.

The pilot shall have a current Los Angeles Terminal Area Chart in the aircraft.

The pilot shall operate on the Santa Monica very high frequency omni-directional radio range (VOR) 132° radial.

Aircraft navigating in a southeasterly direction shall be in level flight at 3500 feet MSL.

Aircraft navigating in a northwesterly direction shall be in level flight at 4500 feet MSL.

Indicated airspeed shall not exceed 140 knots.

Anti-collision lights and aircraft position/navigation lights shall be on. Use of landing lights is recommended.

TURBOJET AIRCRAFT ARE PROHIBITED FROM VFR OPERATIONS IN THIS AREA.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government.

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

INTENSIVE FLIGHT TRAINING AREAS

CAUTION
INTENSIVE FLIGHT TRAINING
122.775 BELOW 4500'
SIMI VALLEY

	NAME	CEILING	FREQ
1	SANTA PAULA	5500	122.775
2	SIMI VALLEY	4500	122.775
3	SANTA CLARITA	4500	122.775
4	PALOS VERDES	4500	121.95
5	LONG BEACH	4500	121.95
6	SANTA FE	4500	123.3
7	LA HABRA	4000	123.3
8	REDLANDS	7500	123.3
9	CAJON PASS	4500	123.3
10	JOHN WAYNE	4500	123.5
11	EL TORO	4500	123.5
12	BLOCKHOUSE	4500	123.5
13	LAKE MATHEWS	4500	123.5

To enhance safety in the vicinity of intensive flight training, frequencies are listed for air-to-air communications with other pilots using or transitioning the area.

The following guidelines are encouraged when utilizing these areas:

The flight does not require communications with or a clearance from Air Traffic Control.

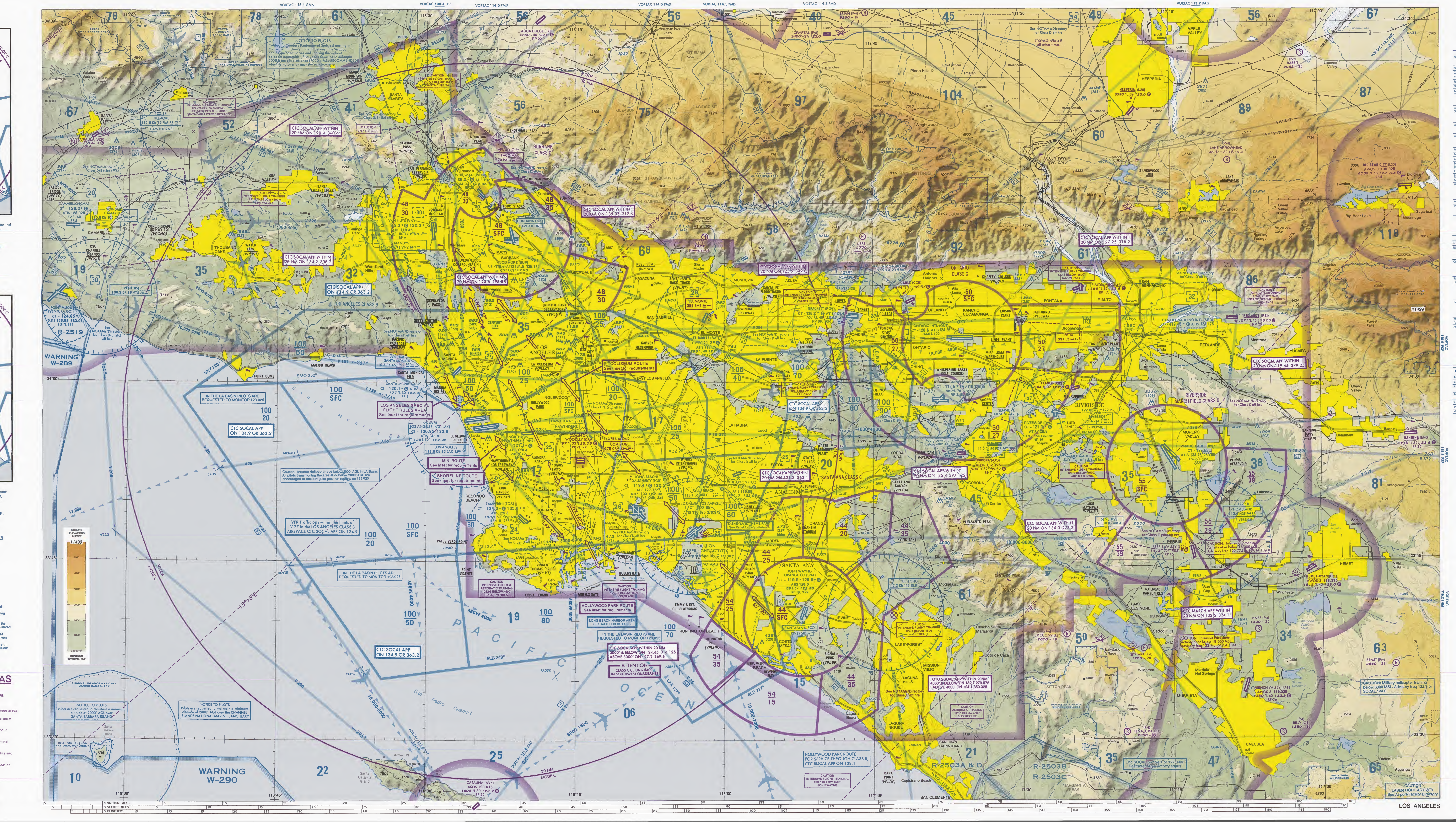
All flights are to be conducted under visual flight rules and in compliance with FAR 91.155.

Pilots are encouraged to have a current Los Angeles Terminal Area Chart in the aircraft.

Use of anticollision lights, aircraft position/navigation lights and landing lights is recommended.

Use of indicated VFR checkpoints is helpful to provide location information between pilots using these areas.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.



CONTROL TOWER FREQUENCIES ON LOS ANGELES TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency (ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is remoted to a collocated full-time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday.

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
BOB HOPE	CONTINUOUS	118.7 254.3	123.9 348.6	134.5 135.125 (ARR VIA FIM/PMD VORTAC ONLY)	
BRACKETT	0700-2100	118.2	125.0	124.4	
CAMARILLO	0700-2100	128.2 269.4	121.8	126.025	
CHINO	0700-2100	118.5	121.6	125.85	
EL MONTE	0800-2000	121.2	125.9	118.75	
FULLERTON	0700-2100	119.1	121.8	125.05	
JOHN WAYNE-ORANGE CO	0615-2300	119.9 (RWY 01R/19L) 126.8 (RWY 01L/19R) 379.9	120.8 (E) 132.25 (W)	126.0	
LONG BEACH/DAUGHERTY	0615-2345	119.4 (RWY 30 ARR RWY 12 DEP) 120.5 (RWY 12 ARR RWY 30 DEP) 257.6	133.0 257.6	127.75	
LOS ALAMITOS AAF	0800-1600 SAT-MON 0700-2200 TUE-FRI CLSD HOL	123.85 251.15	126.95 257.95	118.875 379.975	ASR/PAR
LOS ANGELES INTL	CONTINUOUS	133.9 239.3 (N CMPLX) 120.95 379.1 (S CMPLX)	121.65 327.0 (N CMPLX) 121.75 327.0 (S CMPLX)	133.8 (ARR) 135.65 (DEP)	
MARCH ARB	CONTINUOUS	127.65 253.5	121.75 335.8	134.75 239.05	
NORTHROP/HAWTHORNE	0600-2000	121.1 257.8	125.1	118.4	
ONTARIO INTL	CONTINUOUS	120.6 360.775	121.9 257.8	124.25	
POINT MUGU NAS (VENTURA CO)	0700-2300 CLSD HOL	124.85 290.375 340.2	121.6 360.2	125.55 363.05	ASR/PAR
RIVERSIDE	0700-2100	121.0 257.8	121.7	128.8	
SAN BERNARDINO INTL	0700-2100	119.45	121.8	124.175	
SANTA MONICA	0700-2100	120.1 257.8	121.9	119.15	
VAN NUYS	0600-2245	119.3 (162°-345° & RWY 16R/34L DEP) 120.2 (346°-161° & RWY 16L/34R DEP) 239.0	121.7	118.45	
WHITEMAN	0800-2000	135.0	125.0	132.1	
ZAMPERINI	0700-2000	124.0 (S) 135.6 (N) 257.8	120.9	125.6	

CLASS B, CLASS C, TRSA AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
LOS ANGELES CLASS B	134.9 363.2	CONTINUOUS
BURBANK CLASS C	120.4 360.6 (VNY 280°-BUR 050°) 134.2 338.2 (VNY 160°-280°) 135.05 317.5 (BUR 050°-150°) 124.6 298.85 (BUR 150°-VNY 160°)	CONTINUOUS
ONTARIO CLASS C	127.25 318.2 (N-NE) 119.65 379.25 (NE-E) 134.0 278.3 (E-S) 135.4 377.125 (S-SW) 125.5 349.0 (SW-N)	CONTINUOUS
RIVERSIDE-MARCH FIELD CLASS C	133.5 324.1 O/T SOCAL APP 119.65 379.25 (NE-EAST) 125.5 349.0 (SW-NORTH) 127.25 318.2 (NORTH-NE) 134.0 278.3 (EAST-SOUTH) 135.4 377.125 (SOUTH-SW)	0700-2300 CLSD HOL O/T CLASS D
SANTA ANA CLASS C	121.3 263.1 (315°-045°) 124.1 350.325 (045°-190° ABV 4000) 132.7 279.575 (045°-190° 4000 & BLW) 127.2 269.6 (190°-315° ABV 3000) 124.65 316.125 (190°-315° 3000 & BLW)	0615-2300 O/T CLASS G
POINT MUGU NAS (VENTURA CO) RADAR	128.65 307.275 O/T 135.5 327.1 LOS ANGELES CNTR	0700-2300

O/T indicates Other times

SPECIAL USE AIRSPACE ON LOS ANGELES TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an altitude means "To and including."
FL - Flight Level
NO A/G - No air to ground communications.
Contact nearest FSS for information.

† Other times by NOTAM.
NOTAM - Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-2503 A	TO 2000	0600-2400†	LOS ANGELES CNTR	125.65
R-2503 B	TO 15,000	0600-2400†	LOS ANGELES CNTR	125.65
R-2503 C	15,000 TO FL 270	INTERMITTENT BY NOTAM 24 HRS IN ADVN	LOS ANGELES CNTR	125.65
R-2503 D	2000 TO 11,000	INTERMITTENT BY NOTAM 24 HRS IN ADVN	SOCAL TRACON	124.1 127.3
R-2519	UNLIMITED	CONTINUOUS	LOS ANGELES CNTR	135.5
W-289	UNLIMITED	INTERMITTENT BY NOTAM	LOS ANGELES CNTR	132.15
W-290	TO FL 800	INTERMITTENT BY NOTAM	LOS ANGELES CNTR	132.15

DISNEYLAND THEME PARK

Pursuant to Public Law 108-199, Section 521, aircraft flight operations are prohibited at and below 3000 feet AGL within a 3 nautical mile radius of the Disneyland Theme Park (334805N/1175517W or the Seal Beach (SLI) VORTAC 066 degree radial at 6.8 nautical miles) except as specified. See Airport/Facility Directory for details.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 12⁵

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CAUTION: GPS accuracy necessitates extra vigilance for other aircraft when navigating near any fix retrieved from a GPS database.

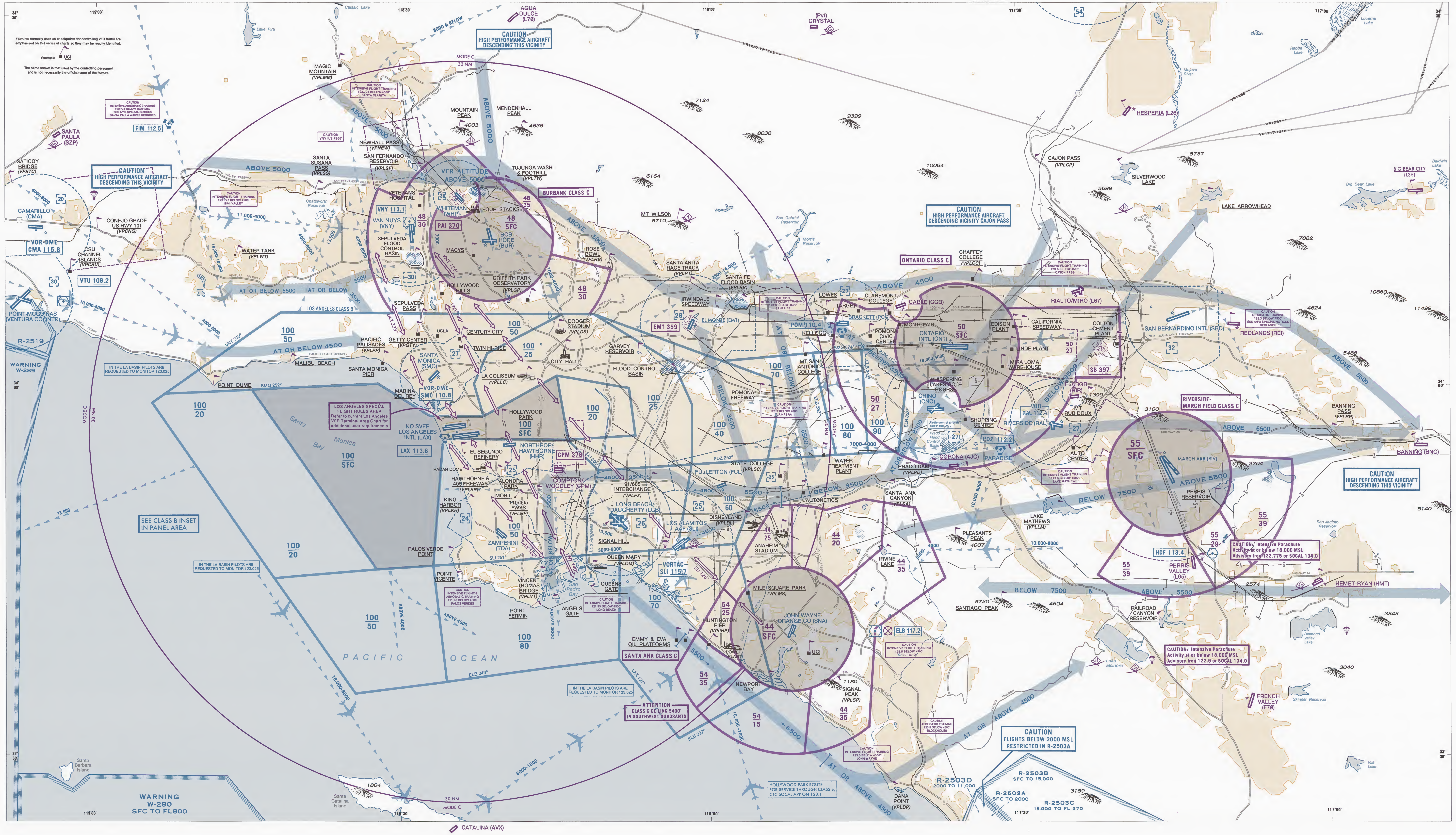
LOS ANGELES VFR WAYPOINTS

VFR Waypoint names consist of five letters beginning with "VP". Stand-alone VFR Waypoints are portrayed on VFR Charts using the same four-point star symbol currently used for Instrument Flight Rules (IFR) Waypoints.

VFR Waypoints collocated with Visual Checkpoints (Visual Reporting Points) are portrayed with a Checkpoint flag. The VFR Waypoint name is shown in parentheses adjacent to the Visual Checkpoint name.

VFR Waypoint names are not intended to be pronounceable and shall not be used in ATC Communications.

VPCNG	CONEJO GRADE US HWY 101	N34°12.54' / W118°59.61'
VPCSU	CSU CHANNEL ISLANDS	N34°09.76' / W119°02.53'
VPGTY	GETTY CENTER	N34°04.84' / W118°28.66'
VPLBP	BANNING PASS	N33°56.05' / W116°59.63'
VPLCC	CHAFFEY COLLEGE	N34°08.87' / W117°34.33'
VPLCP	CAJON PASS	N34°18.07' / W117°27.68'
VPLDL	DISNEYLAND	N33°48.72' / W117°55.13'
VPLDP	DANA POINT	N33°27.62' / W117°42.87'
VPLDS	DODGER STADIUM	N34°04.42' / W118°14.42'
VPLFX	91/605 INTERCHANGE	N33°52.38' / W118°06.08'
VPLGP	GRIFFITH PARK OBSERVATORY	N34°07.10' / W118°18.02'
VPLHF	110/405 FWYS	N33°51.42' / W118°17.10'
VPLHP	HUNTINGTON PIER	N33°39.32' / W118°00.25'
VPLKH	KING HARBOR	N33°50.75' / W118°23.88'
VPLLC	LA COLISEUM	N34°00.83' / W118°17.27'
VPLLM	LAKE MATHEWS	N33°50.58' / W117°26.85'
VPLMM	MAGIC MOUNTAIN	N34°26.20' / W118°36.28'
VPLMS	MILE SQUARE PARK	N33°43.40' / W117°56.77'
VPLPD	PRADO DAM	N33°53.40' / W117°38.48'
VPLPP	PACIFIC PALISADES	N34°02.13' / W118°32.15'
VPLQM	QUEEN MARY	N33°45.17' / W118°11.37'
VPLRB	ROSE BOWL	N34°09.67' / W118°10.05'
VPLRT	SANTA ANITA RACE TRACK	N34°08.45' / W118°02.65'
VPLSA	SANTA ANA CANYON	N33°52.03' / W117°42.58'
VPLSB	SANTA FE FLOOD BASIN	N34°07.72' / W117°57.30'
VPLSC	STATE COLLEGE	N33°52.97' / W117°53.13'
VPLSF	SAN FERNANDO RESERVOIR	N34°17.87' / W118°29.00'
VPLSP	SIGNAL PEAK	N33°36.33' / W117°48.63'
VPLSR	HAWTHORNE & 405 FREEWAY	N33°53.07' / W118°21.13'
VPLSS	SANTA SUSANA PASS	N34°16.00' / W118°38.43'
VPLTW	TUJUNGA WASH & FOOTHILL	N34°16.40' / W118°20.30'
VPLVT	VINCENT THOMAS BRIDGE	N33°44.97' / W118°16.32'
VPLWT	WATER TANK	N34°10.82' / W118°46.27'
VPNEW	NEWHALL PASS	N34°20.18' / W118°30.72'
VPSTC	SATICOY BRIDGE	N34°16.62' / W119°08.34'



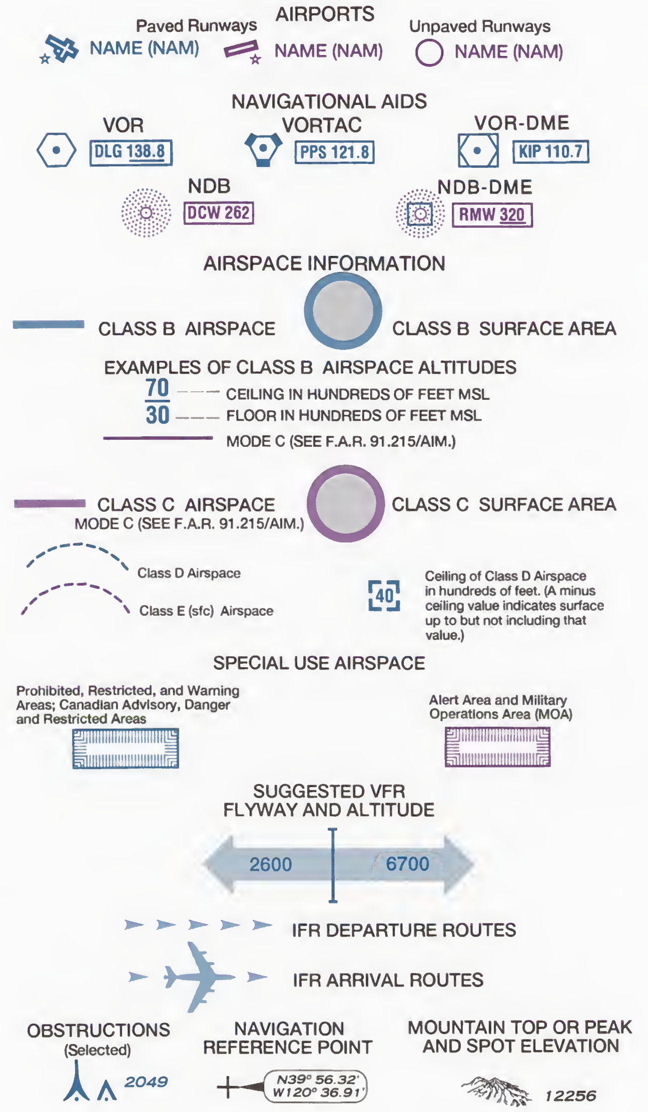
LOS ANGELES

CHARTED VFR FLYWAY PLANNING CHART

Scale 1:250,000

NOT TO BE USED FOR NAVIGATION

LEGEND



THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE LOS ANGELES AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B/CLASS C AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPRDVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCDURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B/CLASS C AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

CAUTION

THE ENTIRE LOS ANGELES AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIDNS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TDWERS WHILE IN CLASS D AIRSPACE.

VFR TRANSITION ROUTES

THIS CHART ALSO IDENTIFIES VFR TRANSITION RDUTES IN THE LOS ANGELES CLASS B AIRSPACE. OPERATIDN ON THESE ROUTES REQUIRES ATC AUTHORIZATIDN FRDM LDS ANGELES APPROACH CONTRDL. UNTIL AUTHORIZATION IS RECEIVED, REMAIN OUTSIDE CLASS B AIRSPACE. DEPICTION OF THESE ROUTES IS TD ASSIST PILOTS IN POSITIONING THE AIRCRAFT IN AN AREA DUTSIDE THE CLASS B AIRSPACE WHERE ATC CLEARANCE CAN NORMALLY BE EXPECTED WITH MINIMAL OR NO DELAY. ON INITIAL CONTACT, ADVISE ATC OF POSITIDN, ALTITUDE, ROUTE NAME DESIRED, AND DIRECTIDN OF FLIGHT. REFER TO CURRENT LOS ANGELES VFR TERMINAL AREA CHART FOR USER REQUIREMENTS.

LOS ANGELES CLASS B AIRSPACE

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
2. No person may take off or land a civil aircraft at the Los Angeles International Airport unless the pilot in command holds at least a private pilot certificate.
3. No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
   (a) The pilot in command holds at least a private pilot certificate or:
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.95
4. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
5. An operable VOR or TACAN receiver for IFR operations.
6. A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR FLIGHTS – Aircraft operating within the Los Angeles Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS –

1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading or altitude will cause the pilot to violate such rules.

LOS ANGELES CLASS B AIRSPACE RADIAL/DME-AREA VORs

	SMO	FIM	SLI	POM	VNY	SXC
1	279°/13	135°/18	286°/38	257°/46	220°/13	327°/46
2	252°/22	166°/22	272°/44	250°/55	220°/24	313°/44
3	251°/23	168°/23	271°/44	249°/56	220°/25	311°/44
4	209°/18	151°/35	256°/33	235°/49	188°/28	315°/29
5	178°/26	147°/49	231°/29	218°/49	171°/38	313°/15
6	252°/14	148°/23	276°/37	249°/48	208°/19	321°/41
7	180°/16	140°/40	251°/24	228°/42	170°/28	330°/23
8	252°/04	126°/27	284°/28	249°/38	176°/13	336°/38
9	165°/03	123°/32	283°/23	243°/34	159°/16	342°/35
10	164°/15	134°/42	251°/20	225°/38	161°/28	341°/23
11	162°/24	138°/51	225°/22	213°/43	160°/37	343°/14
12	050°/05	111°/32	301°/22	251°/29	134°/12	349°/40
13	079°/04	115°/32	294°/21	247°/30	143°/14	348°/38
14	109°/05	118°/35	289°/19	242°/30	144°/17	349°/35
15	152°/05	124°/34	280°/21	240°/33	156°/18	344°/33
16	048°/12	101°/35	319°/21	258°/23	105°/15	357°/44
17	073°/10	108°/37	310°/17	246°/23	121°/17	357°/39
18	098°/12	113°/41	300°/12	233°/24	128°/22	001°/35
19	103°/16	114°/45	300°/09	225°/23	127°/25	006°/33
20	117°/21	118°/50	251°/05	210°/25	132°/32	014°/28
21	131°/27	125°/57	193°/10	199°/32	139°/39	026°/20
22	053°/14	099°/38	325°/20	259°/20	101°/17	360°/45
23	077°/16	105°/43	328°/14	240°/18	112°/22	006°/40
24	090°/17	108°/45	325°/10	228°/19	118°/25	009°/37
25	071°/20	100°/45	344°/15	244°/14	103°/24	009°/43
26	080°/21	103°/48	351°/12	229°/14	107°/27	013°/41
27	093°/22	108°/51	355°/07	213°/16	115°/30	017°/37
28	109°/24	115°/54	345°/00	202°/22	125°/34	022°/31
29	130°/35	125°/65	165°/15	187°/36	137°/47	049°/21
30	071°/23	098°/48	357°/16	242°/10	099°/27	013°/45
31	075°/28	098°/53	014°/16	220°/07	098°/32	019°/46
32	081°/28	100°/55	022°/13	202°/09	103°/34	022°/44
33	088°/28	104°/56	031°/10	195°/12	108°/35	024°/41
34	103°/28	111°/57	070°/05	192°/19	119°/37	028°/34
35	116°/37	118°/67	130°/14	176°/29	127°/48	048°/29
36	071°/31	094°/55	020°/19	214°/03	093°/34	021°/50
37	085°/34	101°/60	045°/15	167°/10	103°/40	029°/45
38	071°/35	093°/59	028°/22	122°/02	091°/38	024°/52
39	085°/36	100°/63	049°/17	154°/10	102°/42	031°/46
40	084°/38	099°/65	052°/19	141°/11	100°/44	033°/48
41	075°/39	094°/63	039°/23	112°/07	092°/42	029°/53
42	071°/36	093°/60	029°/22	112°/03	090°/39	025°/53

LOS ANGELES CLASS B AIRSPACE